

# 850



## THE BOSS LOGGER



Largest heavy duty logging and mining truck ever built in Canada, capable of hauling loads of up to 500,000 lbs. G.C.W. Yet for all its sheer size, the rugged 850 is as carefully crafted to the job as a lunar landing module. Kenworth's unique construction puts muscle where it's needed . . . cuts operating costs . . . makes this large truck as easy to handle as one half its size. Designed to operate with maximum payloads over the roughest private roads, the 850 is custom built to meet specific operating requirements . . . that's why it is a "moneymaker"!

**FEATURES** . . . all welded rigid frame . . . heavy duty, bolt-on sheet metal . . . tubular bumper integral with frame . . . all steel cab frame with "Bulkhead" construction doors, fully adjustable seat. Complete cab offset to driver's side for excellent visibility . . . rear axles positioned by six military type torque rods for positive alignment, rear axles are steered by the springs, which are positioned by double spherical steel journals in the trunions . . . front axle, tubular beam, with 60 inch by 5 inch springs, positioned by radius rods.

**OPTIONS** . . . rear axles, planetary type, from 70,000 lbs. to 135,000 lbs. . . . heavy duty diesel engines up to 700 horsepower . . . manual or power shift transmissions to suit your operation.

Made in Canada to fit Canadian conditions.

Inasmuch as Canadian Kenworth produces no yearly models, the factory reserves the right to make changes and improvements without notice.

Hank Rabe Collection



# 850 [6x4]

## Standard Equipment

- Detroit Diesel 12V-71N65, 475 horsepower diesel.
- Motorola 85-amp alternator with four 6-volt batteries, 24-volt starting, 12-volt lighting.
- 1400 square-inch frontal area radiator.
- Fuller model RTO-1213 unit transmission.  
Ratios: 1st — 12.50; 2nd — 8.35; 3rd — 6.12; 4th — 4.56; 5th — 3.38; 6th — 2.47; 7th — 2.14; 8th — 1.81; 9th — 1.57; 10th — 1.35; 11th — 1.17; 12th — 1.00; 13th — .87; low reverse — 13.07; high reverse — 3.87.
- Spicer 15-1/2" 2-plate clutch.
- Schuler DCA-34-S-3 20,000 pound capacity, non-driving tubular front axle with single ram hydraulic steering assist.
- Clark BD70000, 70,000 pound capacity tandem driving, planetary rear axles.
- 12.00 x 24, 16-ply traction lug tires with 24" x 8.5" demountable rims.
- Kenworth rigid frame design.
- Tubular type front bumper with integral radiator guard and tow hook.
- Kenworth off-highway steel cab with standard instrumentation. Heavy-duty fiber glass roof.
- One 100-gallon, side-mounted steel fuel tank.

## Optional Equipment

- ENGINES:  
Cummins V-1710, 525 HP.  
Cummins VT-1710C, 635 HP.  
Caterpillar 1693-TA, 375 HP.
- TRANSMISSIONS:  
Allison CLBT-5960, 6-speed.  
Allison CLBT-6061, 6-speed.

Allison DP-8961, 6-speed.  
Clark CL8600/8821, 8-speed.

- DRIVE AXLES:  
BD90000, BD100000, DT-303.
- FRONT AXLE:  
FU-900-N.
- FUEL TANKS:  
Steel, 120-gallon capacity, frame-mounted, in addition to standard 100-gallon tank.

## Optional Accessory Equipment

Engine filters, engine brakes, alternators, pyrometers, oil-bath air cleaners. Power take-offs. Front wheel brakes. No-spin differentials. High capacity springs. Tire make, sizes and treads. Tow hooks and hitches. Fifth wheels. Recording tachometer and speedometer. Heaters, air conditioners, radios, special seating, spot and road lights, mirrors. Air brake equipment. Special painting. Wheelbase to fit customer requirements. Reinforced flat diamond plate steel roof.

